

ELEVATED STRIKE HANGS FIRE

NO ACTION WILL BE TAKEN UNTIL MR. SKITT RETURNS.

Then Mr. and Assistant Grand Chief Youngson will meet—Engineers Less Aggressive Yesterday—No Ultimatum Prepared—Mr. Skitt Hopeful for Peace

There will be no strike of the Manhattan Elevated Railroad engineers until next week in any event. Vice-President Skitt of the company will not return to New York before Monday and under the rules of the Brotherhood of Locomotive Engineers no strike can be declared until a representative of the brotherhood has made an effort to settle matters amicably with the company.

The questions on which the strike hangs can only be settled by Mr. Skitt and, until he has been seen, A. B. Youngson, assistant grand chief of the brotherhood, will take no definite steps looking to a strike.

Both Mr. Youngson, and the representatives of the engineers with whom he conferred at the Broadway Central Hotel, talked less aggressively yesterday, although it was admitted that many of the engineers are in favor of a strike to enforce their demands. If Mr. Youngson should fail to reach an agreement with Mr. Skitt and should call a meeting to act on the strike, this element would become assertive.

At the office in the Western Union Building of Vice-President Skitt of the Manhattan Elevated Railroad Company it was said that Mr. Skitt probably will be back on Monday.

It was also stated that there was no reason to believe that Mr. Skitt would refuse to confer with Mr. Youngson as the representative of the engineers. President Gould is not expected back before Wednesday or Thursday of next week.

A SWS reporter found Russell Sage in the Western Union Building yesterday. He said that he did not believe there would be a strike.

"A strike would be very unfortunate at this time," he added. "It would disturb the feeling of confidence which has grown up between the company and the travelling public."

Every effort is now being made to extend the service and make travelling on the elevated railroads more convenient and comfortable, and a strike just now when matters are in a transitional state would be very deplorable.

Mr. Sage said that as a director of the road he kept in touch with its general policy, but all the dealings with the men and the general details were left to Vice-President Skitt. President Gould would not interfere in any dealings with the men.

"Mr. Skitt," he said, "has the full confidence of the company and Mr. Gould would not interfere unless he did something to cross the current—something at variance with the policy of the road. I have heard no complaints from the men myself and had not thought there would be any dissatisfaction. I do not believe there will be any strike. I think the strike talk will blow over. I should be very sorry to believe that there will be a strike and that the friendly relations between the company and the men will be severed."

A new feature yesterday in the conference at the Broadway Central Hotel between the representatives of the firemen and engineers and the grand officers of their respective organizations was a separate meeting of the firemen. If there is to be a settlement the firemen want to know where they come in. Many of the firemen are now conductors at the old wages of \$2.50 a day, a dollar less than the engineers' motor men receive. In case of a strike it is thought that the firemen will be pressed into service as motormen.

Assistant Grand Chief Youngson had a conference with the representatives of the engineers and the motormen in the forenoon, at which the representatives of the firemen were present. The new agreement was gone over and the radical and conservative elements in the committee manifested themselves.

Mr. Youngson, after the conference was over, looked anxious and took a drive in a Broadway car, accompanied by W. J. Smith, representing the Second avenue engineers, and Andrew McFarlane, representing the motormen and the Sixth avenue line. Later he said that he had gone downtown simply to make a call on Vice-President Willard of the Erie Railroad, whom he knew, but who he did not see.

He denied statements that the firemen were dominating the engineers and motormen in the negotiations, and that he talked as if there would be a strike.

"As the SWS quoted me," he said, "I simply told the reporters that if by a two-thirds vote the men decided to strike I would sanction the strike. I believe, however, that a strike is very unlikely. I am under the impression that we can arrange matters amicably. I have no idea that there will be a strike. The initial movement in the ordering of a strike could not be taken, anyway, until I have seen Mr. Skitt."

Asked if he thought Mr. Skitt had any motive in absenting himself at this time, he said:

"I do not think anything of the kind. I believe Mr. Skitt and the other officials of the road to be gentlemen, who will confer courteously with any one representing the employees."

Mr. Youngson would not say whether or not any modifications had been made in the schedule of twenty-three demands or whether any of them had been eliminated. There was nothing, he said, in the report that an ultimatum had been agreed on to be submitted to Mr. Skitt on Monday.

M. H. Pierson, second vice-president of the Order of Railway Telegraphers, who came here to look into some trouble of the Manhattan Railway telegraphers, said yesterday that there was no truth in reports that the telegraphers were likely to strike. The whole trouble arose over the dismissal of four men, he said, and these were likely to be reinstated.

Conductors and guards on the Second and Third avenue lines who were seen yesterday did not take seriously the grievances of the engineers' motormen. They said the latter did not know when they were well off and had little reason to complain.

EAST SIDE ELEVATED TIED UP.
Trouble in the Power House Gives a Foretaste of What a Strike Would Mean.

Up town folks who use the East Side elevated trains in going to and from business got a taste yesterday morning of what they would have to endure should the engineers and motormen in the employ of the Manhattan Railway Company decide to strike and succeed in tying up the road.

Just before 7 o'clock there was an accidental shut-off of the power in the Seventy-fourth street power house, which supplies power for all of the electric trains which run on the Second and Third avenue roads, and it was three-quarters of an hour before repairs were made and trains could be operated again.

The morning rush hours on the elevated roads began about 7 o'clock. Tens of thousands of people were unable to come downtown by their usual route. There was no warning of the breakdown, and it caught a dozen or more trains between stations. The trainmen and station men thought that the shut-off of power was only momentary, so they allowed the station platform to fill up with people. It was not until that traffic would be suspended for some time and that no ticket choppers were to be seen. Then ticket choppers very considerably went to the foot of the station stairs and told people coming up that they would have to get downtown some other way.

Tens of thousands crossed town on trolley cars.

NEW SIGNALS TRIED IN TUNNEL

NEW YORK CENTRAL FINDS THEM GOOD AND MAY USE THEM.

Successful Test of the Miller Electric System in Which the Signal Lights Are on the Engine—Adopted, Block Signals Will Still Be Maintained.

Although no final agreement has been made, the New York Central Railroad has practically decided to install the Miller visible engine signal and track circuit, on all its trains running through the Park avenue tunnel. Yesterday the first open test of the system was made. A number of the New York Central officials, as well as the officials of other railroads interested in the development of the engine signal invented by Mr. Miller, made the trip through the tunnel on engine 28, the Central's observation engine.

The test was successful in every way. The engine signals working perfectly and duplicating the block signals, which, however, are not to be abandoned when the engine signals are put generally in use. Although, as long as the block signals are accurately set, the Miller engine signal will follow them, one of the strongest recommendations in favor of the new signal, is that it will refuse to follow the block signals if, for any reason, the latter are inaccurately set. Mr. Miller asserts and the Central officials agree with him, that his signal is absolutely reliable and cannot go wrong.

The trip to Mot Haven and back through the tunnel consumed an hour. Those on the observation engine were George H. Daniels, general passenger agent of the Central; Ira A. McCormack, assistant manager of the Harlem line of the Park avenue tunnel; W. C. Brown, the Central's new third vice-president; D. B. McCoy, superintendent of the Hudson division of the Central; Dewey C. Moon, superintendent of the Home, Warrenton, and Ogdenburg Railroad; W. H. Marshall, general superintendent of the Lake Shore road; A. C. Miller, the inventor of the new signal system, and a number of newspaper men.

The blocks in the Park avenue tunnel are from the station to Fifty-ninth street, from there to Seventy-second street, from there to Eighty-third street, and from there to Ninety-third street. The trip was made in the west side tunnel. All of the signal system that can be seen in the engine is two small incandescent bulb lights, a white one over a red one. When the engine started out the red light was set, the theory of the system being that there is always danger until a safety signal is set for the engine.

At the Fifty-ninth street block the distance signal was white, or safety. Just before reaching it the red bulb went out and the white one flashed. The distance signal was white too, and the engine passed into the block with the white light burning in the engine.

At Seventy-second street the distance signal burned green, which under the block system means a warning for the engine to slow up and be ready to stop in case the home signal is set red, or danger. Under the engine signal turned red, just before reaching the distance signal, and as the home signal was also burning red, the engine signal remained at danger. Under ordinary circumstances it would be the duty of the engineer to stop at this signal, but the observation train, being on a mere test trip, passed right into the block.

During the balance of the up trip the thing working perfectly and exactly in accordance with the block system. The return trip was made on the east track of the main tunnel. At every block the signals were set the same. All distance signals were green, the signal at danger was white, the home signals white, the signal that the block had cleared after the observation engine had passed the distance signal. The engine signal turned red, and the distance signal, back to white at every home signal. There wasn't a defect in the signalling during the up or the down trip.

It was noticed that the engine signal invariably made its distance signal changes just before reaching the block signal, while the home signal changes just after it has passed the home signal. Mr. Miller explained that for the sake of greater safety the distance signal change was made before the engine reached the block signal, in order to give the engineer a chance to compare it with the block signal.

The installation of the Miller signals, according to the Central, is comparatively simple. Insulated Webster joints are placed in the rails at the distance and home signals in order to confine the current to the block. Signal batteries are placed between the joints, and the red and white lights in the engine are controlled by a pole changer, set alongside the track and in turn controlled by a track relay.

The Miller system is a transfer of the signals set at the side of the tracks to the engine, where the engineer cannot fail to see them under any circumstances. As the system has been demonstrated only too often, it is difficult to see the side track signals in the Park avenue tunnel on dark days or when the tunnel is filled with smoke. In addition to acting as a duplicate of the side track or block signals, it is also a check on them, for Mr. Miller says that it will show danger at the side track when the signals if the block ahead is occupied, even if through some error of the tower operator the block signal is set at safety.

Furthermore, the engine signal prevents any change from danger to safety of the engine signal, until the train in the block ahead has passed 800 feet out of the block.

The Central officials said yesterday that they regarded Mr. Miller's system as the best and safest device yet perfected for the operation of the Park avenue tunnel. It was estimated very plainly that if a few more tests as satisfactory as yesterday's were made the installation of the system would begin at once. Not that the Central's torpedo signal will be abandoned if the new one is put in, and with these three systems in use the Central officials believe that the Park avenue tunnel will be the safest in operation in this country.

HOW WAS TRAINOR KILLED?
Some Mystery About the Death of an Arrested Man From Newark.

The police and the coroners' office are inquiring into the case of John Trainor, who died in Bellevue Hospital yesterday. Policeman Thomas Blake of the Bridge squad found Trainor helpless and apparently intoxicated on the sidewalk at Park and North Williams streets last Monday afternoon. Trainor was bleeding from a scalp wound and talked somewhat incoherently. The policeman asked him how he had been hurt and he said:

"That's all right; it might have been worse."

Blake took Trainor to the Oak street station in a patrol wagon. His wound was dressed by Dr. Coche of the Hudson street hospital and he was locked up. He was arraigned yesterday morning in the Tombs police court, and because of his stupor, condition, was sent to Bellevue Hospital.

Dr. Coche says that Trainor was intoxicated and appeared to be only slightly hurt. An autopsy will be made to determine the cause of Trainor's death.

Mrs. Mary Trainor of 65 Littleton avenue, Newark, went to Bellevue Hospital last night and identified Trainor as her son. Then she fainted. Later she said that on May 7 her son was induced by a friend to go into the harness-making business in Newark. Two or three days later he had a letter from him. Since then she had lost trace of him.

Court Calendars This Day.
Supreme Court—Special Term—P. H. Court opens at 10:30 A. M. E. S. Court opens at 10 A. M. Matrons.

Belief Grows That the Sick Student Must Have Taken His Life.

The search for Wilberforce Ogden, 21 years old, who disappeared from his father's home in Chatham, N. J., on Monday, has brought forth no results. The impression that he has committed suicide is general, for it seems improbable that he could go for half a day, half blind and feverish without attracting attention. Circulars describing the young man and offering a reward for several hundred dollars were circulated by his father, William Ogden of J. M. Quinby & Co., carriage builders in Newark. Mr. Ogden has gone without sleep for several nights directing the search for his son. The young man broke down under his studies in the Vermont Theological Seminary and has been home since April in care of a nurse.

NEW SIGNALS TRIED IN TUNNEL

NEW YORK CENTRAL FINDS THEM GOOD AND MAY USE THEM.

Successful Test of the Miller Electric System in Which the Signal Lights Are on the Engine—Adopted, Block Signals Will Still Be Maintained.

Although no final agreement has been made, the New York Central Railroad has practically decided to install the Miller visible engine signal and track circuit, on all its trains running through the Park avenue tunnel. Yesterday the first open test of the system was made. A number of the New York Central officials, as well as the officials of other railroads interested in the development of the engine signal invented by Mr. Miller, made the trip through the tunnel on engine 28, the Central's observation engine.

The test was successful in every way. The engine signals working perfectly and duplicating the block signals, which, however, are not to be abandoned when the engine signals are put generally in use. Although, as long as the block signals are accurately set, the Miller engine signal will follow them, one of the strongest recommendations in favor of the new signal, is that it will refuse to follow the block signals if, for any reason, the latter are inaccurately set. Mr. Miller asserts and the Central officials agree with him, that his signal is absolutely reliable and cannot go wrong.

The trip to Mot Haven and back through the tunnel consumed an hour. Those on the observation engine were George H. Daniels, general passenger agent of the Central; Ira A. McCormack, assistant manager of the Harlem line of the Park avenue tunnel; W. C. Brown, the Central's new third vice-president; D. B. McCoy, superintendent of the Hudson division of the Central; Dewey C. Moon, superintendent of the Home, Warrenton, and Ogdenburg Railroad; W. H. Marshall, general superintendent of the Lake Shore road; A. C. Miller, the inventor of the new signal system, and a number of newspaper men.

The blocks in the Park avenue tunnel are from the station to Fifty-ninth street, from there to Seventy-second street, from there to Eighty-third street, and from there to Ninety-third street. The trip was made in the west side tunnel. All of the signal system that can be seen in the engine is two small incandescent bulb lights, a white one over a red one. When the engine started out the red light was set, the theory of the system being that there is always danger until a safety signal is set for the engine.

At the Fifty-ninth street block the distance signal was white, or safety. Just before reaching it the red bulb went out and the white one flashed. The distance signal was white too, and the engine passed into the block with the white light burning in the engine.

At Seventy-second street the distance signal burned green, which under the block system means a warning for the engine to slow up and be ready to stop in case the home signal is set red, or danger. Under the engine signal turned red, just before reaching the distance signal, and as the home signal was also burning red, the engine signal remained at danger. Under ordinary circumstances it would be the duty of the engineer to stop at this signal, but the observation train, being on a mere test trip, passed right into the block.

During the balance of the up trip the thing working perfectly and exactly in accordance with the block system. The return trip was made on the east track of the main tunnel. At every block the signals were set the same. All distance signals were green, the signal at danger was white, the home signals white, the signal that the block had cleared after the observation engine had passed the distance signal. The engine signal turned red, and the distance signal, back to white at every home signal. There wasn't a defect in the signalling during the up or the down trip.

It was noticed that the engine signal invariably made its distance signal changes just before reaching the block signal, while the home signal changes just after it has passed the home signal. Mr. Miller explained that for the sake of greater safety the distance signal change was made before the engine reached the block signal, in order to give the engineer a chance to compare it with the block signal.

The installation of the Miller signals, according to the Central, is comparatively simple. Insulated Webster joints are placed in the rails at the distance and home signals in order to confine the current to the block. Signal batteries are placed between the joints, and the red and white lights in the engine are controlled by a pole changer, set alongside the track and in turn controlled by a track relay.

The Miller system is a transfer of the signals set at the side of the tracks to the engine, where the engineer cannot fail to see them under any circumstances. As the system has been demonstrated only too often, it is difficult to see the side track signals in the Park avenue tunnel on dark days or when the tunnel is filled with smoke. In addition to acting as a duplicate of the side track or block signals, it is also a check on them, for Mr. Miller says that it will show danger at the side track when the signals if the block ahead is occupied, even if through some error of the tower operator the block signal is set at safety.

Furthermore, the engine signal prevents any change from danger to safety of the engine signal, until the train in the block ahead has passed 800 feet out of the block.

The Central officials said yesterday that they regarded Mr. Miller's system as the best and safest device yet perfected for the operation of the Park avenue tunnel. It was estimated very plainly that if a few more tests as satisfactory as yesterday's were made the installation of the system would begin at once. Not that the Central's torpedo signal will be abandoned if the new one is put in, and with these three systems in use the Central officials believe that the Park avenue tunnel will be the safest in operation in this country.

HOW WAS TRAINOR KILLED?
Some Mystery About the Death of an Arrested Man From Newark.

The police and the coroners' office are inquiring into the case of John Trainor, who died in Bellevue Hospital yesterday. Policeman Thomas Blake of the Bridge squad found Trainor helpless and apparently intoxicated on the sidewalk at Park and North Williams streets last Monday afternoon. Trainor was bleeding from a scalp wound and talked somewhat incoherently. The policeman asked him how he had been hurt and he said:

"That's all right; it might have been worse."

Blake took Trainor to the Oak street station in a patrol wagon. His wound was dressed by Dr. Coche of the Hudson street hospital and he was locked up. He was arraigned yesterday morning in the Tombs police court, and because of his stupor, condition, was sent to Bellevue Hospital.

Dr. Coche says that Trainor was intoxicated and appeared to be only slightly hurt. An autopsy will be made to determine the cause of Trainor's death.

Mrs. Mary Trainor of 65 Littleton avenue, Newark, went to Bellevue Hospital last night and identified Trainor as her son. Then she fainted. Later she said that on May 7 her son was induced by a friend to go into the harness-making business in Newark. Two or three days later he had a letter from him. Since then she had lost trace of him.

Court Calendars This Day.
Supreme Court—Special Term—P. H. Court opens at 10:30 A. M. E. S. Court opens at 10 A. M. Matrons.

Belief Grows That the Sick Student Must Have Taken His Life.

The search for Wilberforce Ogden, 21 years old, who disappeared from his father's home in Chatham, N. J., on Monday, has brought forth no results. The impression that he has committed suicide is general, for it seems improbable that he could go for half a day, half blind and feverish without attracting attention. Circulars describing the young man and offering a reward for several hundred dollars were circulated by his father, William Ogden of J. M. Quinby & Co., carriage builders in Newark. Mr. Ogden has gone without sleep for several nights directing the search for his son. The young man broke down under his studies in the Vermont Theological Seminary and has been home since April in care of a nurse.

Belief Grows That the Sick Student Must Have Taken His Life.

The search for Wilberforce Ogden, 21 years old, who disappeared from his father's home in Chatham, N. J., on Monday, has brought forth no results. The impression that he has committed suicide is general, for it seems improbable that he could go for half a day, half blind and feverish without attracting attention. Circulars describing the young man and offering a reward for several hundred dollars were circulated by his father, William Ogden of J. M. Quinby & Co., carriage builders in Newark. Mr. Ogden has gone without sleep for several nights directing the search for his son. The young man broke down under his studies in the Vermont Theological Seminary and has been home since April in care of a nurse.

Belief Grows That the Sick Student Must Have Taken His Life.

The search for Wilberforce Ogden, 21 years old, who disappeared from his father's home in Chatham, N. J., on Monday, has brought forth no results. The impression that he has committed suicide is general, for it seems improbable that he could go for half a day, half blind and feverish without attracting attention. Circulars describing the young man and offering a reward for several hundred dollars were circulated by his father, William Ogden of J. M. Quinby & Co., carriage builders in Newark. Mr. Ogden has gone without sleep for several nights directing the search for his son. The young man broke down under his studies in the Vermont Theological Seminary and has been home since April in care of a nurse.

APARTMENTS

REARER'S' STORIES

THE TVRRETS THE TOWERS
N.E. Cor. Riverside Drive & 84th Street. N.W. Cor. Central Park & 84th Street.
Rooms 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.
Rentals, \$2.00 to \$3.00. \$2.50 to \$2.80. \$3.00 to \$3.50.

CHINESE PRINCE HERE TO-DAY

MAYOR'S SECRETARY TO MEET CHEN DOWN THE RAY.

New Minister Probably With Him—Wu Ting-fang Getting Ready to Leave—He'll Write His Impressions When at Home in China—Prince's Stay Brief.

Although Prince Chen, who went abroad to be China's representative at the coronation of King Edward and who arrives here to-day on the St. Paul on his way home, does not pass through this city in an official capacity, his coming here will not be ignored by the city officials.

James B. Reynolds, the Mayor's private secretary, will go down the bay in a tug to the St. Paul and extend a formal greeting to Prince Chen. Mr. Reynolds will accompany the Prince's party to the Waldorf-Astoria, where it will remain until Monday or Tuesday. Then the Prince leaves here for the Pacific coast, where he is to embark for home.

Minister Wu Ting-fang will be at the Waldorf-Astoria to greet his titled countryman. He came here yesterday in order to be in the city when the Prince arrives. He had not decided last night whether to go down the bay to meet the Prince or to remain at the hotel, but he thought he would remain at the hotel.

Prince Chen was to leave this city on Monday so that he would have plenty of time to make the trip across the continent to Vancouver, from which port he sailed on Aug. 18. But this was changed. President Forney of the Board of Aldermen, acting Mayor in the absence of Mayor Low, has now planned to call on the Prince on Monday morning, and expects a return of the call at the City Hall on Monday afternoon.

Minister Wu will have the honor of the Prince's movements while he is here, and it is safe to say that the Prince will remain here over Monday.

Sir Liang Chen Tung, who is eventually to succeed Wu Ting-fang as Chinese Minister here, may arrive on the St. Paul in Prince Chen's party. Sir Liang is not a stranger here. He received the first of his education at Phillips Andover Academy and also studied at Amherst. He is 39 years old and one of the best-educated men in China.

Minister Wu said last night that he would go to Washington with Sir Liang after Prince Chen leaves here, and that he expected to be able to go back to China home some time in the near future.

"When I get home I shall have all the time I want to carry out my plans," he said. "I want to codify the laws of my country and I want to do some writing. I want to write a history of my experiences, especially my experiences in this country. I have seen a good deal about my country and I want to write my impressions, but I want to say you that I have written a line on the subject yet and it may be months before I get a chance to write anything."

SUIT OVER \$200,000 MORTGAGE.

In a C. P. Huntington Transaction S. H. Kneeland Says He Was Tricked.

Argument was heard by Supreme Court Justice Dickey in Brooklyn yesterday on a motion to compel Sylvester H. Kneeland to file his answer in the suit brought by Mrs. Arabella C. Huntington and Charles H. Tweed, executor of the estate of the late Col. P. Huntington, against Sylvester H. Kneeland and others to foreclose a \$200,000 mortgage on property in Yonkers and Fordham.

Counsel for Mr. Kneeland said that before he could file the answer he must be permitted to examine Charles H. Tweed, Joseph H. Clinch, Gen. Thomas H. Hubbard and Isaac E. Gates. He said that at the time the mortgage was given, Mr. Kneeland was a partner in the Huntington estate, which was then owned by the Toledo and Western Railroad Company, which was not to be disposed of.

Counsel said that Mr. Huntington had sold the stock to Joseph H. Clinch at \$2.50 a share and that Clinch had exchanged the stock for trust certificates of the railroad, which was then owned by the Toledo and Western Railroad Company. The stock of which was worth \$2.50 a share at present.

Counsel said that Mr. Clinch was only a dummy and that the sale was a pretense and that in reality the Huntington estate held the stock despite the fact that the trust certificates were made out in the name of Gen. Thomas H. Hubbard.

"Every dollar of that stock, we claim, is applicable to Mr. Kneeland's debt," said counsel. "This man Clinch is an employee of the Erie Railroad Company, and the Union Pacific Railroad Company, and the Union Pacific Railroad Company is the Huntington estate, so while the Huntington estate might not do so, the Union Pacific Railroad Company could be compelled to send Clinch to San Francisco and out of the jurisdiction of this court."

Justices Shepard & Ogden, counsel for the Huntington estate, opposed the motion. They said that the time had twice been extended to the defendant to file his answer. Counsel said that the whole matter was a simple one that could be settled by a order of reference to compute the amount due the Huntington estate.

Justice Dickey took the papers and reserved decision.

CHIEF CROKER'S JERSEY RIDE.

He Shifted From His Auto to an Undertaker's Wagon, for Reasons.

RAYMOND, N. J., Aug. 8.—Fire Chief Croker of New York had an interesting and somewhat peculiar city journey yesterday. He was speeding along a highway in a motor car when a police officer in a patrol car stopped him. The officer was looking for a man named Croker, who was wanted on a charge of larceny. The chief, who was in a hurry, decided to get out of the car and into the undertaker's wagon, which was waiting for him. He was then taken to the police station, where he was held for a short time before being released.

The chief was then taken to the police station, where he was held for a short time before being released.

The chief was then taken to the police station, where he was held for a short time before being released.

The chief was then taken to the police station, where he was held for a short time before being released.

The chief was then taken to the police station, where he was held for a short time before being released.

ALDERMAN BRIDGES IS DEAD.

A BOILER-MAKING ORATOR WHOSE LIFE WAS IN POLITICS.

The Height of His Ambition Reached When Boss McLaughlin Chose Him to Represent His Ward in the Aldermanic Body of the Greater City of New York.

Alderman James G. Bridges, who has been probably the most picturesque member of the Board of Aldermen since the organization of the greater city, died at 415 o'clock yesterday afternoon at his home, 285 Front street, Brooklyn, from the pneumonia which attacked him about ten days ago. He remained conscious until a few hours before his death and spoke calmly to his three daughters and four sons who were gathered about his bedside.

Alderman Bridges was born in the Fifth ward, which he represented, 56 years ago, a short distance from the house in which he died, and no man was better known or had a wider circle of friends among the people in the lower section of Brooklyn borough. With little schooling, he started, when 12 years old, to learn the trade of a boiler-maker, and made such progress that within six years he had the reputation of being the best boiler riveter in the district.

His political activity began when he reached his majority and he joined Hose Company No. 5, the company known among the old volunteer firemen as the "Frontiers." He continued to run with the machine and mix up in the battles of the "vets" until the paid department was organized.

More than twenty years ago he had already acquired a considerable "pull" in the story Democratic politics of the Fifth ward, and ex-Senator John McCarty, ex-Congressman John J. Clancy, John Pyburn and other statesmen found him a useful man to have around when there were any primary combinations to be made.

He received his first official recognition when the late Governor Collector Robert Bridges made him one of his deputies. Bridges was assigned to hunt up the moonshiners in the Williamsburg district, and it is said that he had more successful raids to his credit than any of his associates in the department.

While he was serving in the Revenue Department he was elected a delegate to the Democratic County Committee and with the exception of a brief interval he continued to be a member of that body until the close of his life. It was during the long period of his service in the committee that he disclosed his gift of oratory which made him such a notable figure among the Aldermen for the last four years and a half.

On losing his Government job he was appointed by the late Judge Moore an officer in the County Court, and he retained this place until his election as Alderman in 1897. He was greatly elated when Hugh McLaughlin selected him to represent his old district in the first Aldermanic under the new Charter, and on election night, in an address to his cheering constituents, he declared that he had reached the height of his ambition.

Last year Alderman Bridges was re-elected from the Forty-sixth district, which includes the Second and Fifth wards, by a plurality of over 2,000.

Alderman Bridges was a very devoted churchman and aided materially in raising funds for the construction of St. Anne's Church at Gold and Front streets. He was a member of the Fire Department, John Bridges is a clerk in the Surrogate's Court, Bernard J. Bridges is an officer in the Court of Special Sessions, and Charles Bridges is a machinist. Of the three daughters, two are married. Alderman Bridges had been a widower for several years.

Obituary Notes.
The funeral of Miss Emilie Amanda Dodge, who died on Wednesday in her ninety-fourth year, took place yesterday afternoon from the residence of her son, Mr. Dodge, at 100 West 11th street. Miss Dodge was the last survivor of a family of eleven brothers and sisters. She was a descendant of Irish and Scotch-Irish stock, and came from England in 1801, and became one of the first settlers of Block Island. Samuel Dodge, another ancestor, came from Block Island to New York city a century and a half ago, and until his death in 1871 resided at 32 West 11th street. It was in this house that Miss Dodge was born in 1808. She moved to her present residence in 1880. She was engaged in missionary work along the waterfront, owing to a fracture of the thigh she had been confined to her room for the last fourteen years.

John H. Tweachtman, the landscape artist, died yesterday at the City Hospital. He was 70 years old. He was a native of New York and had been in the City Hospital for several days. He was a member of the Museum Association and had been a student at Yale and took a prize for his art work. Several years ago Tweachtman came to New York and opened a studio.